Commercial.

THIS DAY.

Noon.

Banks are much firmer in the market this morning, cash buyers offering 204 per cent. premium, while sales have been put through at 207 for the end of the month. China Traders' are now wanted at the increased rate of $2,525 per share. China Fires have been dealt in at 382½ and more shares are wanted at the same price. Docks are much firmer, no shares at quotation being on the market. China Sugars are in demand at 206 and Luzons have sprung up to $74 per share without leading to business. Nothing in other stocks requires special mention.

4 o'clock p.m.

A large business has been done in the Share Market since noon, nearly the whole of the stocks having an upward tendency. Banks have been dealt in at 210 per cent. premium for the end of August. China Traders' are in request at 2,600 per share, a rise of $100 since yesterday.—Chinese Insurances are also in better odour, offers to buy at 220, ex. div. failing to induce holders to part. Docks have changed hands at 61 premium for cash and 62 for the end of the month. There are buyers of China Sugars at 208 and Luzons have been negociated at 80 for the end of the month, while cash buyers are offering 78. Other stocks remain as per annexed quotation list.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—163 per cent. premium.
Hongkong and Shanghai Bank—New Issue—161 per cent. premium.
Union Insurance Society of Canton—$650 per share, sellers.
China Traders' Insurance Company—$2,600 per share, buyers.
North China Insurance—Tls. 1,500 per share.
Canton Insurance Company, Limited—$120 per share, sellers.
Yangtsze Insurance Association—Tls. 1060 per share.
Chinese Insurance Company—$220 per share, ex. div., buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$340 per share, buyers.
China Fire Insurance Company—$382½ per share, sales and buyers.
Hongkong and Whampoa Dock Company—61 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—$51 per share, premium, sellers.
China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—15 per cent. dis., sellers.
China Sugar Refining Company, Limited—$208 per share, buyers.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$78 per share, sales and buyers.
Hongkong Ice Company—$163 per share, sellers.
Hongkong and China Bakery Company, Limited—$80 per share, buyers.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T.T. 3/7½
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight 3/7½
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight 3/8½
Documentary Bills, at 4 months' sight 3/8½ @ 3/8½
ON PARIS.—
Bank Bills, on demand 4.58.
Credits, at 4 months' sight 4.68.
ON BOMBAY.—Bank, T.T. 224
ON CALCUTTA.—Bank, T.T. 224
On Demand 224½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

EXPORT CARGO.

Per *City of Rio de Janeiro*, str., for Yokohama.—13,646 bags Sugar, and 20 packages Merchandise. For San Francisco.—513 bags Coffee, 20 bags Cloves, 64 bags Black Pepper, 11,173 bags Rice, 437 bags Sugar, 721 bags Beans, 23 bags Tapioca, 260 boxes Oil, 8 cases Silks, 10 cases Cigars, 691 bales Gunnies, 120 packages Tea, and 3,073 packages Merchandise. For Honolulu.—28 packages Merchandise. For Victoria, B.C.—310 bags Rice, 134 packages Merchandise, and 13 packages Crude Opium. For Panama.—67 packages Merchandise. For La Libertad.—3 cases Silks. For Callao.—6 cases Silks, and 41 cases Merchandise. For Demerara.—103 packages Merchandise. For Montreal.—25 packages Tea. For Boston.—305 packages Tea. For Chicago.—970 packages Tea. For Philadelphia.—1 package Merchandise. For New York.—990 packages Tea, 26 cases Silk Goods, 88 bales Raw Silk, and 2 packages Matting.

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, $530
(Allowance, Taels 8.)
OLD MALWA per picul, $560
(Allowance, Taels 10.)
NEW PATNA per chest, $601¼
OLD PATNA (bottom) per chest, $595
OLD PATNA (without choice) per chest $590
NEW BENARES (high touch) per chest, $561¼
NEW BENARES (low touch) per chest, $556¼
NEW PERSIAN per picul, $425
(Allowance, Taels 24.)
OLD PERSIAN per picul, $375
(Allowance, Taels 8.)

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'s REGISTER).

YESTERDAY.

Barometer—1 P.M. 30.008
Barometer—4 P.M. 29.932
Thermometer—1 P.M. 89
Thermometer—4 P.M. 88
Thermometer—1 P.M. (Wet bulb) 81
Thermometer—4 P.M. (Wet bulb) 81

TO-DAY.

Barometer—9 A.M. 29.936
Barometer—1 P.M. 29.924
Thermometer—9 A.M. 86
Thermometer—1 P.M. 88
Thermometer—9 A.M. (Wet bulb) 82
Thermometer—1 P.M. (Wet bulb) 81
Thermometer—Maximum 88
Thermometer—Minimum (over night) 80

Shipping.

ARRIVALS.

KHEDIVE, British steamer, 2,123, W. A. Seaton, 3rd July,—Bombay 16th June, and Singapore 28th, Mails and General.—P. & O. S. N. Co.
KASHGAR, British steamer, 1,514, W. J. Webber, 4th July,—Yokohama 23rd June, Mails and General.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Forge Juan, British steamer, for Amoy.

DEPARTURES.

July 3, *Fu-yew*, Chinese steamer, for Canton.
July 4, *Lido*, British steamer, for Saigon.
July 4, *Ping-o-i*, British steamer, for Hoihow.
July 4, *Dinanate*, British steamer, for Manila.
July 4, *Ehrensfels*, British str., for Yokohama.
July 4, *Amoy*, British steamer, for Shanghai.
July 4, *Phra Chula Chom Klao*, British str., for Swatow, &c.
July 4, *Glenearn*, British steamer, for Shanghai.

PASSENGERS—ARRIVED.

Per *Khedive*, str., from London.—Messrs. Lapraik and Grant, for Hongkong. From Bombay.—Mr. and Mrs. Dangerfield. From Colombo.—Baron—Tiell.—From Penang.—Messrs. Kee Tek Kow and servant, Cheng Eng and family, and 36 Chinese.—From Singapore.—Mr. Chin Foo and son, and 57 Chinese. For Yokohama.—Miss Johnson, Messrs. J. Gillis, Miyoski, and Clarke.

Per *Kashgar*, str., from Yokohama.—Mr. and Mrs. Paul, Major and Mrs. Molloy, Mrs. Hurst, Mr. and Miss Mons Le Blanch, Mrs. Bole, Colonel Hobson, Lieuts. Lane, and Charley, Messrs. Wright, Sow Sung and family, 7 second-class, and 5 Chinese on deck.

REPORTS.

The British steamship *Khedive* reports left Bombay on the 16th ultimo, and Singapore on the 28th. Had fine weather throughout. On the 23rd ultimo, passed the British bark *Bayard*, from Calcutta, bound to Fiji Islands, 19 days out.

Post Office.

A MAIL WILL CLOSE

For Amoy.—Per *Forge Juan*, to-day, the 4th instant, at 5 P.M.

For Swatow, Amoy, & Foochow.—Per *Kwangtung*, to-morrow, the 5th instant, at 11.30 A.M.

For Foochow.—Per *Euxine*, to-morrow, the 5th instant, at 2.30 P.M.

For Singapore and Batavia.—Per *De Bay*, to-morrow, the 5th instant, at 4.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Menmuir*, to-morrow, the 5th instant, at 4.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per *Naples*, to-morrow, the 5th instant, at 5 P.M.

For Nagasaki, Hiogo, and Yokohama.—Per *Kashgar*, on Saturday, the 7th instant, at 11.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Rockhampton, Brisbane, Sydney, and Melbourne, &c., &c., &c.—Per *Whampoa*, on Saturday, the 7th instant, at 4.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1883, which supersedes all previous editions.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "VERONA," will be despatched on THURSDAY, the 5th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi;* to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF TOKIO," will be despatched on TUESDAY, the 10th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

At 2.15 P.M. Registry ceases.

At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

HOURS FOR CLOSING THE CONTRACT MAILS.
THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. Previous day at 4 P.M.	Manila. On date at 10 A.M.
Barometer	29.94	30.01	29.85	29.88	30.00	30.00	30.03	30.00
Therm'ter attached	87.0	86.0	89.0	84.0	76.5	81.0	82.4	84.0
Direction of Wind	S	S	S	SW	W	SW	SE	NE
Force	4	2	2	1	12	3	2	2
Dry Thermometer	87.0	88.5	74.0	69.0	86.0	80.5	85.3	80.3
Wet Thermometer	80.0	80.0	68.0	63.0	83.0	78.5	78.8	76.0
Weather	o c b	b c	b c	c	c	c b	c b	o m
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm.—The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tens and hundreds.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, N. C. Revebeck, 3rd July,—Haiphong 30th June, General.—C. M. S. N. Co.
ANERLEY, British steamer, 1,256, Strachan, 24th June,—Saigon 20th June, Rice.—Siemssen & Co.
ANTONIO MUNOZ, Spanish steamer, 527, R. Osoro, 23rd June,—Manila 20th June, General.—Remedios & Co.
BELLONA, German steamer, 789, W. Schaefer, 20th June,—Saigon 16th June, Rice.—Siemssen & Co.
CITY OF TOKIO, American str., 5,057, J. Maury, 26th June,—San Francisco 31st May, and Yokohama 20th June, Mails and General.—P. M. S. S. Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 2nd July,—Nagasaki 27th June, Coal.—Thos. Howard & Co.
DE BAY, British steamer, 1,087, Joseph Lee, 24th June,—Saigon 20th June, Rice.—Adamson, Bell & Co.
EMUY, Spanish steamer, 410, Rementeria, 30th June,—Manila 27th June, General.—Remedios & Co.
EUXINE, British steamer, 977, J. B. Peters, 25th June,—Melbourne 18th May, Coals and General.—Geo. R. Stevens & Co.
HUNGARIAN, British steamer, 987, W. M. D. Alison, 29th June,—Saigon 25th June, Rice. Russell & Co.
JORGE JUAN, British steamer, 522, Thebaud, 21st June, Manila 19th June, General.—Russell & Co.
KONG BENG, British steamer, 862, R. Young, 26th June,—Bangkok 20th June, Rice.—Yuen Fat Hong.
KWANGTUNG, British steamer, 674, M. Young, 1st July,—Foochow 27th June, Amoy 28th, and Swatow 30th, General.—D. Lapraik & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June,—Touron 15th June, General.—Chinese.
MENMUIR, British steamer, 1,247, W. Ellis, 24th June,—Adelaide 23rd May, Sydney 31st, Brisbane 3rd June, Townsville 7th, Cooktown 8th, Thursday Island 11th, and Port Darwin 15th, Coals and General.—Gibb, Livingston & Co.
NAM-VIAN, French steamer, 435, Garceau, 1st July,—Haiphong 29th June, General.—Shing Fat Chung.
NAPLES, British steamer, 1,174, G. Willis, 20th June,—Saigon 16th June, Rice.—Geo. R. Stevens & Co.
SEA GULL, American steamer, 48, Hayden, Nov. 24th,—China Traders' Insurance Co.
SHERARD OSBORN, British steamer, 875, Worseley, 21st June,—Shanghai 5th June, and Foochow, Telegraph Cable.—E. E. A. & C. Telegraph Co.
SHUN-ON, Annamite steamer, 136, W. Blumenberg, 1st July,—Touron 26th June, General.—Chinese.
VERONA, British steamer, 1,862, G. W. Atkinson, 3rd July,—Shanghai 30th June, General.—P. & O. S. N. Co.
WHAMPOA, British steamer, 1,109, J. E. Williams, 26th June,—Saigon 22nd June, Rice.—Butterfield & Swire.

SAILING VESSELS.

ADELIA CARLETON, American bark, 593, Grant, 27th April,—Newcastle, N.S.W., 24th Feb., Coal.—Arnhold, Karberg & Co.
ADOLPH OBRIG, American ship, 1,448, Staples, 29th May,—Cardiff 14th January, Coal.—Russell & Co.
ALBYN'S ISLE, British bark, 360, C. Burgess, 17th June.—King George's Sound (W.A.), 1st May, Sandalwood.—Gilman & Co.
AUGUSTE, French bark, 858, Le Breton, 9th June,—Newport 25th October, Coal.—Carlowitz & Co.
BELLE OF OREGON, American bark, 1,110, E. Matthew, 6th June,—Newcastle 12th April, Coal.—Borneo Co.
CARL, Siamese bark, 535, J. Hansen, 24th May—Bangkok 7th May, General.—Captain.
CHANDERNAGOR, German bark, 683, Sachse, 19th June,—Touron 14th June, Coals.—F. Blackhead & Co.
CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May,—Chefoo 22nd April, General.—Ed. Schellhass & Co.—Kowloon Dock.
CHESHIRE, American bark, 737, Reynolds, 29th June,—Newcastle 27th April, Coal.—Borneo Co.
CHOCORUA, American ship, 1,163, Locke, 30th June,—Hiogo 3rd May, Ballast.—Master—Cosmopolitan Dock.
C. D. BRYANT, American bark, 929, J. P. Butman, 23rd May,—New York 24th January, Kerosine Oil.—D. Lapraik & Co.
DIO FILI, Austrian bark, 627, D. Bernetich, 30th April,—Newcastle, N.S.W., 12th March, Coal.—G. R. Lammert.
ELWELL, American ship, 1,461, Barston, 30th June,—Cardiff 15th March, Coals.—Order.
FANO, Danish brig, 227, M. N. Mortensen, 29th May,—Newchwang 9th May, Beans.—Pustau & Co.
FRIEDLANDER, German ship, 1,584, J. Bellmer, 14th June,—Cardiff 7th February, Coal.—Captain.
FRIEDRICH, German bark, 676, J. P. Ulderup, 30th June,—Cardiff 27th February, Coals.—Wieler & Co.
GERD HEYE, German bark, 576, Ed. Lidewigs, 15th June,—Chefoo 29th May, General.—Ed. Schellhass & Co.
G. C. TRUFANT, British ship, 1,529, Thomas, 14th June,—Cardiff 5th February, Coal.—Order.
H. UPMANN, German bark, 427, T. G. Weber, 18th May,—Newchwang 28th April, General.—Carlowitz & Co.
HYDRA, German bark, 795, Binge, 14th June,—Cardiff 6th February, Coal.—Arnhold, Karberg & Co.
IDA, German ship, 1,298, W. Schneider, 17th May,—Swatow 14th May, Sugar.—Arnhold, Karberg & Co.—Kowloon Dock.
JOE RAUERS, German bark, 889, H. Schroder, 3rd July,—Cardiff 1st March, Coals.—Melchers & Co.
KARL, German bark, 382, E. Kraeft, 8th May,—Newchwang 22nd April, Beans.—Ed. Schellhass & Co.
LOUISA, German 3-m. sch., 245, Schenloch, 2nd Jan.,—Whampoa 31st Dec., General.—Captain.
MATHILDE, German schooner, 355, N. Lermingale, 1st July,—Cardiff 6th February, Coals.—Captain.
MCLAURAN, American ship, 1,330, J. H. Little, 17th May,—Newcastle, N.S.W., 21st March, Coal.—Russell & Co.
RAMIER, French brig, 280, Savary, 28th June,—Iloilo 10th June, General.—Carlowitz & Co.
RESOLUTE, American ship, 1,640, Sackels, 22nd May,—Newcastle 24th March, Coal.—Russell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 30th May,—Swatow 24th May, Ballast.—W. H. Ray.
ST. IDEUC, French bark, 388, J. Durand, 30th June,—Whampoa 28th June, Ballast.—Carlowitz & Co.
THREE BROTHERS, Brit. bark, 366, H. Kahlcke, 17th June,—Quinhon 7th June, General.—Gilman & Co.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June,—Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
UNDINE, German bark, 263, F. Kruse, 1st July,—Cardiff 8th February, Coals.—Melchers & Co.
WILLIAM HALES, American bark, 834, Geo. F. Elliot, 1st July,—Newcastle, N.S.W., 9th May, Coals.—Captain.
WACHUSETT, American ship, 1,599, Foster, 1st July,—New York 5th March, Kerosine Oil.—D. Lapraik & Co.

CANTON.

FOOKSANG, British steamer, 990, Hogg, 2nd July,—Shanghai 29th June, General.—Jardine, Matheson & Co.
FU-YEW, Chinese steamer, 920, Croad, 2nd July—Shanghai 29th June, General.—C. M. S. N. Co.
PEKING, British steamer, 954, Heuermann, 30th June,—Shanghai 27th June, General.—Siemssen & Co.
YOTTUNG, British steamer, 286, H. Kennett, June 23rd,—Quangai 19th June, General.—Kwok Acheong & Sons.

WHAMPOA.

TETUAN, British bark, 438, Hyne, 11th June, Newchwang 22nd May, Beans and Peas.—Wieler & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes,—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor. Hongkong, Canton, & Macao Steam-boat Co.
Kiung-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steam-boat Co.
Spark, British steamer, 140.—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 527, A. Benning.—Hongkong, Canton, & Macao Steam-boat Co.
Yot-sai, British steamer, 180, Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 28th June, 1883.

Chateaubriand, British bark, 387 (Edwards)—H. A. Petersen & Co.
Daniel, German bark, 416 (Vogt)—Pasedag & Co.
Helene, German bark, 250 (Kossow)—Boyd & Co.
Louise, French schooner, 300 (Lemoine)—Pasedag & Co.
Magenta, British schooner, 327 (Coalfleet)—& Co.

FOOCHOW.

In Port on 27th June, 1883.

Almatia, American schooner, 386 (Laphan)—Chinese.
Annie, German schooner, 345 (Moller)—Chinese.
Helena, British bark, 566 (Hansen)—Chinese.
Margrath, German bark, 357 (Jessen)—Siemssen & Co.

SHANGHAI.

In Port on 25th June, 1883.

Anna Dorothea, German bark, 343 (Jansen)—Gipperich & Burchardi.
Brenda, British brig, 291 (Kleffel)—Mackenzie & Co.
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Dartmouth, British bark, 915 (Flinton)—Melchers & Co.
Dunfillan, British ship, 1243 (Ritchie)—Melchers & Co.
Elliotts, British brig, 285 (Neill)—Jardine, Matheson & Co.
H. D. Dudley, American bark, 1,080 (Dudley)—Frazar & Co.
Kolga, German bark, 540 (Lome Burg)—Russell & Co.
Mabel Taylor, British ship, 1,298 (Stanley)—S. C. Farnham & Co.
Minna, British bark, 435 (Davey)—Nils Moller.
M. Selchan, Danish bark, 447 (Gersteuburg)—Master.
Queen of India, British bark, 389 (Inokay)—W. Hewett & Co.
Starlight, Siamese brig, 240 (Kofoed)—T. W. Wong.
Storfursten, Russian bark, 568 (Stenins)—Russell & Co.

NAGASAKI.

In Port on 20th June, 1883.

Kozaki Maru, Japanese ship, 400 (Christensen)—M. B. M. Co.

YOKOHAMA.

In Port on 19th June, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
Centaur, German bark, 450 (Offensen)—H. Macarthur.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Galveston, German bark, (Stunkell)—H. Macarthur.
Grecian, American ship, 1,621 (Dunbar)—Frazar & Co.
Guy C. Coss, American bark, 1572 (J. Freeman)—C. & J. Trading Co.
Hieronymus, German bark, 460 (Iplands)—Jardine, Matheson & Co.
Hindoo, German bark, 510 (Mathiesen)—M. B. S. S. Co.
Martha, British bark, 892 (McPherson)—Captain.
Minerva, German brig, 315 (Duhme)—H. McArthur & Co.
M. C. Bohm, German schooner, 56—P. Bohm.
Oceania, British bark, 320 (Firth)—H. Macarthur.
Otsego, British schooner, 60 (Ewart)—Captain.
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.
Valparaiso, German bark, 400 (Meyer)—H. Macarthur.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Chefoo.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Chefoo.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley. Chefoo.
Cockchafer, British gunboat, Henry W. Hill, Hongkong.
Curacoa, corvette, 14 guns, Captain Anstruther, Newchwang.
Daring, composite sloop, 4 guns, Commander F. J. J. Eliott, Shanghai.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, Commander Gamble, en route Foochow.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Shanghai.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Hongkong.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnet, British gunboat, Commander C. P. Harris, Chefoo.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, North Borneo.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, en route Singapore.
Pegasus, sloop, 6 guns, Commander Bickford, Chefoo.
Sheldrake, gunboat, 5 guns, Lieut.-Com. Bridger, Manila.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hoihow.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Chefoo.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Chefoo.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostock.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostock.
Ermak, Russian transport, Captain Koltchai, Nagasaki.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Iltis, German gunboat, 8 guns, Commander Klausa, Nagasaki.
Kersaint, French corvette, Commander Beaumont, en route Hongkong.
Leipzig, German corvette, 16 guns, Captain Herbig, Nagasaki.
Lutin, French gunboat, 4 guns, Commander Rouvier, Tonquin.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Korea.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Shanghai.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Vladivostock.
Palos, American gunboat, 6 guns, Lieutenant-Commander Glidden, Hongkong.
Plastoun, Russian sloop, 8 guns, Captain Poliansky, Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Shanghai.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostock.
Stosch, German corvette, 19 guns, Captain Buchholtz, Nagasaki.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Vestnik, Russian sloop, 8 guns, Captain Avelan, Singapore.
Victorieuse, French frigate, 14 guns, Captain de la Batie, Tonquin.
Villars, French corvette, 15 guns, Captain M. Dewatre, Tonquin.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Vladivostock.
Wolf, German gunboat, 4 guns, Commander von Raven, Nagasaki.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Hongkong.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-tui, Revenue cruiser, 3 guns, Chinese, Hongkong.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-chung, Revenue cruiser,—Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Hongkong.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ch'en Liang Chieh, Hongkong.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu-Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Faunch, Canton.
Li-shê, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.
Shen-chi, Revenue cruiser, 3 guns, Sau Tsung T'ai, Hongkong.
Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-po, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chun Ti Hu, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Garceau, Canton.
Yi-hu, Viceroy's gunboat, 2 guns, Chinese, Canton.
Yu-min, Viceroy's gunboat, 3 guns, J. Yeats, Canton.

Intimations.

"WAI SAN YAT PO."

A CHINESE DAILY NEWSPAPER with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,

LUK KE SHUN,
No. 9, Gough Street.
Hongkong, 10th February, 1883. [133

TOK KEE.

COAL MERCHANT,
No. 75, PRAYA CENTRAL.

KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at $3 for 1st hour, $2 for 2nd and $1 for 3rd hour, "CUM ON," and "CUM KAI," at $3 for 1st hour, $2 for 2nd hour, and for longer periods according to arrangement.
Hongkong, 16th October, 1882. [302

LING SHING.

BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE.

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.
Hongkong, 4th April, 1883. [255

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM,
Late (stout) Partner in the "NAM-SING Tailor Shop."
Hongkong, 16th April, 1883. [290

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.

N.B.—Note the address.

NAM SING,
No. 84, Queen's Road Central,
Opposite the Central Market.
Hongkong, 25th April, 1883. [325

A H O Y.
HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialité, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [388

CHIE NAM.

GOLD AND SILVERSMITH,
WATCH MAKER
AND
ENGRAVER,
WATCHES CLEANED AND REPAIRED
ON MODERATE TERMS;
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET,
HONGKONG.
Hongkong, 6th April, 1882. [318

YEUQUA.

SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.
No. 57, C., QUEEN'S ROAD CENTRAL, UPSTAIRS.
HONGKONG.
Hongkong, 4th April, 1883. [256

SAM HING, JUNR.
STULTZ,
TAILOR AND OUTFITTER.

DEALER in CHINESE SILKS of all kinds, BAMBOO BLINDS, CHINA MATTING, PITH HATS, SUMMER TWEED, &c., &c., &c.
BY SPECIAL APPOINTMENT, TAILOR TO H. R. H. THE DUKE OF BRABANT, NOW KING OF THE BELGIANS, and to
H.M. THE KING OF THE HAWAIIAN ISLANDS.

No. 62, QUEEN'S ROAD CENTRAL.
(Fourth Door West from Pottinger Street.)
Hongkong, 31st March, 1883. [247

CHEONG WO,
TAILOR, DRAPER,
AND
GENERAL OUTFITTER.

BEST Materials and a Perfect Fit Guaranteed at MODERATE PRICES.
DEALER IN CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c., &c.

WHOLESALE MANUFACTURE OF SILK COATS, AND OTHER GARMENTS FOR EXPORTATION.

N.B.—Note the address
No. 66 QUEEN'S ROAD CENTRAL.
SIXTH DOOR WEST FROM POTTINGER STREET.
Hongkong, 19th May, 1883. [396

Printed and Published by ROBERT FRASER, at No. 1, Prince's Hall, in the City of Victoria, Hongkong.—July 4, 1883.

FRANCE AND TONGKING.

OPINIONS OF THE EUROPEAN PRESS.

In some circles in Paris the present state of matters in Tong King is said to be the result of certain stock-jobbing financiers who are interested in the mines in that province. This has been publicly stated by M. Hervé, who affirms that this ring is responsible for the increased activity shown there. In an article on the subject the *Post* observes :—

It has been remarked in reference to the stock-jobbing rumours now in circulation regarding the Tong King expedition that even in the Chamber of Deputies the curious character of the maps of Tong King which were distributed among the Deputies some time ago, preparation for the discussion of the vote of credit, excited no little surprise. To judge by the maps, the coveted regions are an inexhaustible store of mineral wealth. Almost every district in the Red River Valley is marked on the Chamber of Deputies map as the seat of a coal mine, an iron mine, a copper mine, a tin mine, or a silver or gold mine, one particular gold mine being described as "rich in large nuggets of gold." The prospectus of the Emma Mine Company was scarcely more attractive than this map of Tong King which was circulated among the French legislators in order to quicken their readiness to vote the war estimate.

The attitude of the French Press against England has been very bitter, in consequence of the advice that has been tendered. They do not believe that it is disinterested, and yet all that the Press here has done is to warn France of the dangers that she was facing, and which she was apparently under-estimating with so light a heart. It is hoped, however, that it will soon be viewed in a calmer light. It is not only English criticism, but German encouragement that should be looked at. The soreness at English previsions of possible disastrous consequences to France from the Tong King expedition, which are construed as unfriendly to the Republic, finds expression in the *Courtir de Soir* in the following terms :—

British malevolence on the subject of our colonial campaigns is so revolting that one feels disposed to make concessions to Germany herself, to combat so much perfidy.

La France, in an article replying to English criticisms, remarks that the day when England is made to understand that her jealousies will not have the effect of checking France in carrying out that policy which her dignity and her interests alike dictate, she will probably regain her ordinary composure, and cease to play the part of a national scarecrow—*croquemitaine national*. In the same spirit *La France* censures the English Jesuitism which cries "Hands off" to France at a time when her own hands are firmly planted on Egypt.

M. Francis Magnard observes in the *Figaro* :—"It is well that the unanimity with which persons of every shade of opinion have pronounced in favour of energetic action should show Europe, which is not particularly well disposed towards France, that when the credit of the flag is concerned there is an end to all dissension."

The *Temps* has given an interesting letter from its correspondent at Haiphong, in the course of which it was stated "that the Chinese and the Annamites have been emboldened to resistance by the hope of one day seeing England and France at daggers drawn. It is true that from Bangkok England is jealously watching our progress in Cochin China and Tong King. She is too far-sighted to overlook the fact that in the Indo-Chinese Peninsula the future belongs to the nation which may command the mouths of the two finest rivers in the Far East. Let us, therefore, persevere in our enterprise, and never allow ourselves to be disheartened, whatever may happen."

The French troubles in Tong King are received with scarcely concealed satisfaction in Berlin, for whatever the final result may be the expedition will severely tax the French finances and resources. The *National Gazette* says that Germany has not the slightest cause to oppose the French undertaking. There is a number of foreign firms at Saigon, including several German. The French occupation of Tong King will benefit the commerce of all civilised nations. Next to the British flag the German is most frequently represented in Chinese ports. It is generally believed that England and Germany would never permit a French blockade of the treaty ports. There is, however, no present intention of increasing the German squadron on the Asiatic station. Its present commander, Rear-Admiral Blanc, will be relieved in the middle of July by Captain Baron von der Goltz, an officer who in the late Egyptian troubles distinguished himself for his energy and ability at the head of the German Mediterranean Squadron.

The papers in Vienna devote much space to the Tong King disaster. The official organs are of opinion that France will scarcely show the same political spirit England has always displayed under similar circumstances. The *Neue Freie Presse* thinks that France is entering lightly upon a dangerous adventure, which will cost her much blood and money, even if it does not involve her in war with China.

The Times says:—The French dream of an easy uninterrupted success has received a sudden and severe check. There will be difficulties in the way from the nature of the country which the relieving forces must traverse and from the warlike character of the tribes by whom they will be opposed. It is no longer with the unwarlike Annamite soldiery that France will have to do. The hill tribes have been roused, and have come down into the plain, and it is through these that the French expeditionary force must cut their road to Hanoi. But there is nothing in all this that French troops will not be able to do. Her military reputation is at stake, or, what comes to the same thing, she fancies that it is, and she will shrink from no sacrifice to maintain it. It is not impossible that she may find herself engaged in a more difficult and troublesome business than she looks for. Her designs upon Tong King have excited the jealousy of China, and if our St. Petersburgh correspondent is correctly informed, a serious rupture of diplomatic relations between the two countries is imminent. The telegram we published in our second edition on Saturday goes beyond this. A Chinese Commander-in-Chief has been appointed on special summons for the military forces of three provinces bordering on Tong King, and he is daily expected in Shanghai to commence his preparations. There is some reason, too, to believe that Chinese regular troops were among those engaged in the late affair with the French. The letter we publish from Mr. Colquhoun explains the sensitiveness of the Chinese Government about Tong King. The pretensions of the French in Annam have been a matter of comparative indifference to China. Their advance to Tong King brings France and China into a close neighbourhood which China feels to be extremely dangerous to herself. Her wish is to be separated from France by a neutral zone, such as Tong King affords. She finds, too, in the character of the inhabitants a special cause for alarm. Tong King is partially occupied by a race of banditti who were driven as outlaws from China at the end of the Taiping rebellion, and who would be a constant thorn in her side now if they came under the dominion of so powerful and unscrupulous a neighbour as France. Mr. Colquhoun believes that China will go to war with France rather than submit to an annexation which she dislikes and dreads. How far the movements of France concern this country is a further question. If they lead to a war with China, they will touch British interests at once. Our export and import trade with China may be valued roughly at some nineteen millions a year. We could not be indifferent to a course of things which threatened an interruption to this, and which would go far to confuse our whole relations with the Chinese Empire and to endanger the progress of a country in which we have more at stake than any other Power has or is likely to have. If Tong King were to become French, it would not be long before some excuse was found for a protectorate of Siam, and though we have no great interest in Siam itself we can have no desire to see it in French hands, bordering as it does on our own possessions in Burmah.

The *Morning Post* says :—Even if the reverse had not been sustained by the French at the very outset of their undertaking the difficulty would be a grave one; but when we call to mind the well-known character of Oriental nations, and the immense effect which an initial victory has in inspiring them with resolution and courage, the severity of the check which has been inflicted upon the Hanoi garrison may turn out to be nothing less than a catastrophe for the entire French expedition. What are 5,000 European troops to do in such a country and in such a climate against the active or passive hostility of entire populations? The Chinese power has frequently been set at nought by the semi-independent tribes to whom we have referred, but there can be no doubt that on the present occasion they will affect an Ultra-Chinese loyalty in the common cause against the foreign invader. As to the regular Chinese forces, all accounts point to the fact that they are slowly arriving, and have arrived in large numbers in the immediate neighbourhood of the debateable land. As the Government of Peking can afford to throw away a practically unlimited number of lives, and as, besides, Chinese soldiers, when armed with modern weapons and placed under a commander like the famous Li-Hung Chang, are by no means despicable enemies, all the probabilities point towards General Bouet's 5,000 men being completely and conspiciously inadequate for the task which confronts the aggressive French Republic.

The *Daily Telegraph* writes on the question :—The disaster at Hanoi ought to teach her how powerless great States are to prevent wars when officials abroad can risk the honour of the flag, lives of soldiers, and Imperial prestige. We know ourselves what it is to wake up in the morning and to find ourselves plunged by a distant Englishman into a costly little war. The only reasonable hope the world can have is that after the death of Commander Rivière is "avenged" France will consent to retire from a province that brings her no profit, and to surrender pretensions, which, if maintained, may wrap the East in a far-reaching conflagration. There is even some danger in the policy of retrieval that is now inevitable, for China may encourage and assist Annam, and thus prolong the conflict. Every day of delay, every incident of defeat, will draw France further into embarrassment and expense, until she may find expansion in Asia, Western Africa, and Madagascar, as bad a game as her old policy of aggression at home.

The Paris correspondent of *The Times* writes :—What has happened to Tong King is entirely due to Government instability in France, to the incessant changes of Ministers of Foreign Affairs, to the inevitable inexperience of succeeding Ministers and to the impossibility of their pursuing a consecutive policy, of their measuring the consequences of their undertakings, or of giving precise inflexible instruments to subordinates so as to keep in their own hands the direction of the foreign policy and not expose France to the chance of being involved in dangerous ventures. Since Lieutenant Garnier's death, it has been clear that France would have to take decisive action in Tong King. The solution of the question, however, was postponed from Cabinet to Cabinet till Captain Rivière, a brave, ambitious, and vigorous man, sought and obtained the direction of the Tong King military expedition. He embarked in October, 1881, and reached his destination charged to enforce the Treaty of 1874, which since its signature had remained a dead letter. Of course, if M. St. Hilaire, then Foreign Minister, had had experience of the past and been able to act for the future, if he had not simply confined the expedition to Captain Rivière, but given him precise, strictly defined instructions, what has happened would not have occurred. But since Captain Rivière's departure four Ministers—MM. Gambetta, Freycinet, Duclerc, and Challemel-Lacour—have followed each other at the Quai d'Orsay. None of them has had time to weigh the consequences of the expedition, none of them has had the information requisite for directing with confidence and prudence the French policy at Tong King, and this policy consequently remained entirely under the unfortunate Captain Rivière's control.

Mr. Colquhoun, writing to *The Times*, says :—The reason why the Chinese Government, after having allowed the French to annex the Lower Cochin-China provinces of Annam, are now taking such determined action to prevent any acquisition by the French of the north part of Tong King and the independent country lying between it and China is misunderstood. The policy of the Chinese, which they have followed for many centuries, has been to make their power felt by the neighbouring States and tribes, so as to avoid disturbances arising close to the Chinese borders. As a sign of their acknowledgment of Chinese power, the States beyond the border have been compelled to pay a nominal tribute as homage, the cessation of this tribute being considered the discontinuance of friendly relations. With minor Powers in their immediate neighbourhood the action of the Chinese has been to make their power more felt and the States really tributary to them. In this way certain Shan States lying within what was till lately allowed to be the boundary of Burmah were compelled to pay a large yearly tribute to China. Where the immediate neighbouring country is held by independent tribes, like those east of Bhamo, on the Irrawaddi, and those to the north of Tong King, the clans are more or less under Chinese influence, and are considered to serve as a defence against foreign aggression. The Chinese determination to go to war is not on account of the unwillingness of the Central Government to relinquish its suzerainty over Annam, rudely though that has been insisted upon by France, but because China is resolved to resist any close contact with a great neighbouring Power.

MAILS EXPECTED.

THE INDIAN MAIL.

The two direct steamers, with the Indian mails, left Calcutta, on the morning of the 17th ultimo, and are due here on or about the 4th instant.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left San Francisco on the 14th ultimo, and may be expected here on the 13th instant.

NEWS BY THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Khedive*, Captain W. A. Seaton, with the English mail of June 1st, arrived in harbour yesterday afternoon. We take the subjoined items of general news from the *London and China Express* :—

The *Thalia*, 8, steel corvette, Captain John W. Brackenbury, from Hongkong on the 11th ult., arrived at Suez on the 25th inst.

Amongst the guests at the dinner given by Earl Granville in celebration of Her Majesty's birthday were the Japanese Minister, the Chinese *chargé d'affaires*, M. Davydoff (Russian Minister in Japan), and Sir Thos. Wade, K.C.B.

The new Chinese ironclad corvette, *Ting Yuen*, left Swinemuende on the 26th inst. for the Bay of Eckernfoerde, near Kiel, where she is to make her trial trip over the measured mile, after which she returns to *Swinemuende, where she will be* completed for her voyage to China.

The *Merlin*, 4, composite gunboat, Lieut.-Commander R. O. B. C. Brenton, fitting out at Devonport, has made satisfactory trials of her engines. The *Merlin* has returned to harbour to have various alterations made in her gun fittings prior to leaving for her destination.

Mr. Ashmead-Bartlett has the following question on the notice paper of the House of Commons for this evening :—Whether, in view of the serious injury to British commerce which a war between France and China would involve, Her Majesty's Government will interpose their good offices between those Powers.

A telegram from Berlin announces that three ironclads and several batteries for arming artillery will leave Kiel next week for China. They also carry a large number of Whitehead torpedoes. As we have already notified, these vessels will be navigated out by German crews, who are to relieve those now on the station.

At the Grand Lodge of Freemasons on the 6th instant, the Board of General Purposes will recommend the rebuilding of "The Temple," which was burned down on the 3rd ultimo, on a scale to accommodate 1,500 persons. The cost is roughly estimated at from £30,000 to £35,000 beyond what will be received from the insurance companies.

The following appointments have been made at the Admiralty :—Commander John Hope, to the *Linnet*, vice Commander Harris; Commander John G. Jones, to the *Fly*, vice Commander Hope; Commander Edward H. M. Davis, to the *Victor Emmanuel*, vice Commander Jones; and Alfred Woolward, Assistant Paymaster, to the *Victor Emmanuel*.

The *Fushun*, a steel screw-steamer, built to the order of the China Merchants' Steam Navigation Company of Shanghai, has been launched from the shipbuilding yard of Mr. W. B. Thompson, Whiteinch, on the Clyde. The dimensions of the Fushun are 280 feet by 39½ feet by 25 feet, giving a gross tonnage of 2,400 tons. She will be supplied with engines of 230-horse power.

New instructions have been sent to Comte de Kergaradec, the French Envoy to Tong King. He is to hold the King of Annam responsible for the recent hostilities against the French, and to demand ample satisfaction, which will include the payment of a heavy indemnity. The bombardment of Tu Duc's capital, as a punishment for Commandant Rivière's death, is spoken of as probable.

Judgment has been given in the Queen's Bench Division by Baron Huddleston in the case of "Nordenfeldt against Captain Gardner." The Plaintiff was the patentee of a gun bearing his name, and his case was that the defendant, with others, had infringed that patent, and were even now supplying the British Government with four or five guns a week. It was held that the infringement had been proved, and judgment was given for the plaintiff, restraining further infringement. The work for the Government was not to be stopped, but any proceeds were to be paid to a receiver pending an appeal.

The *Figaro* publishes a letter from Vice-Admiral de Gueydon on the subject of Tong King, in which he declares that before acquiring fresh Colonial possessions France must abandon free trade, which merely provides outlets for foreign trade. The writer continues :—"We shall not succeed in preserving or developing the nationality of our colonies without establishing a colonial pact. In order that the transoceanic colonies may remain or become French, the policy of the mother-country must be allowed to penetrate into them. They need neither deputies nor senators, but those laws only which are suited to local requirements."

The death is reported of Captain Chapronière, who served in the late 55th Regiment for twenty years, joining it as an ensign by purchase in 1826, and retiring as a captain in 1847. He obtained his lieutenancy in 1830, and as a subaltern embarked with headquarters at Calcutta on the China expedition in May, 1841, serving with the force under Lord Gough to the end of the war, and being present at the assault and capture of the fortified cities of Amoy and Chusan (second capture), on which occasion it happened that the whole engagement of the land force devolved upon the brigade of which the 55th formed part. For these services he received the war medal. He obtained his company without purchase in 1842, returned home from China in 1844, and sold out three years later.

Replying to the letter of "Veteran," which we have given, "E. J. L." writes as follows :—"Veteran's" letter upon this subject in your issue of May 25th scarcely explains the position of Mr. H. N. Lay during the difficult negotiations carried on by the late Lord Elgin. It was after the Treaty of Tientsin that, at Lord Elgin's earnest request, Mr. Lay returned to the service of the Chinese Government, and became Inspector-General of Chinese Customs, because Lord Elgin was of opinion that only thus could the carrying out of the treaty, with fairness alike to Chinese and foreigners, be insured; and that appointment took place with the cordial acquiescence of all the Foreign Ministers, as appears from the Blue-books of the time. Mr. Lay drew up the present existing tariff, which has never required alteration since, and it has often struck me, as well as other men connected with China, as strange, that Mr. Gladstone has not seen his way to make further use of Mr. Lay's services, which, as "Veteran" justly says, "are unequalled."

The Paris papers announce that the Minister for the Navy has decided on forming a special naval division for Tong King waters, which will be placed under the command of Rear-Admiral Courbet, Commander-in-Chief of the naval division at Quiberon. The Admiral's division will be composed of the *Bayard* and *Atalante*, and a cruiser of high speed, the *Tourville*. The *Bayard*, 5,881 tons, is a new ship, having been launched in 1880. She carries several very heavy guns, and a crew of 450 men. The *Triomphante*, 4,176 tons, is also well provided with heavy guns. Her crew numbers 376 men. The *Tourville*, a remarkably fast sailer, is constructed entirely of iron. She is a first-class cruiser, and a very smart ship, and carries a crew of 550 men. The *Triomphante*, in the Levant, has received orders to set out at once for Tong King. Rear-Admiral Coute, Commander of the Levant division, will accordingly transfer himself, with his staff, to the *Duguay-Trouin* till the arrival of his new flagship. Rear-Admiral Courbet has arrived in Paris, and has received his instructions previous to proceeding to Tong King waters. He is to watch the coast of Tong King in general, and the delta of the Red River in particular. At the same time he is to second the land operations.

To-day's Advertisements.



CHIARINI'S ROYAL ITALIAN CIRCUS
AND
ZOOLOGICAL AGGREGATION.
THIS EVENING,
AT NINE P.M.
A GRAND PERFORMANCE
WILL BE GIVEN WITH
COMPLETE CHANGE OF PROGRAMME.
GRAND DISPLAY
OF
SKILL, STRENGTH, AND DEXTERITY,
BY
THE MEMBERS OF THIS VAST COMPANY.
LADIES AND GENTLEMEN
contesting the palm of Superiority in their EXTRAORDINARY PERFORMANCES.
MAGNIFICENT STUD OF HORSES FROM ALL PARTS OF THE WORLD.
AMUSING SCENES AND COMIC VAGARIES.
HUMOUR, SATIRE AND PHILOSOPHY
BY THE FUNNIEST ENGLISH CLOWNS.
"COME AND SEE THE WILD ANIMALS"
THE
ROYAL BENGAL TIGERS
and
OTHER WONDERS OF THE AGE.
REMEMBER! THIS IS THE LAST WEEK.
N.B.—TO-MORROW, THE 5TH JULY,
SPECIAL GALA MATINEE,
under the distinguished patronage of
HIS EXCELLENCY SIR G. F. BOWEN, G.C.M.G.,
and
GOVERNMENT HOUSE PARTY.
PRICES OF ADMISSION :
Boxes, Six Chairs $12.00.
Chairs (Dress Circle) 2.00.
Stalls, Carpeted Seats 1.00.
Pit 0.50.
Children under 10 years and Soldiers under the rank of Officers, half-price, except to Boxes.
A reserved division of the Carpeted and Pit Seats has been arranged for Native Ladies. (To which they alone will be admitted.)
A Plan of the Seats can be seen at MARMANDE'S HAIRDRESSING SALOON, HONGKONG HOTEL BUILDINGS, where Tickets will be on Sale Daily from 9 A.M. till 4 P.M., accommodating Parties who may wish to secure Seats in advance.
L. MAYA,
Secretary.
Hongkong, 4th July, 1883. [511

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BENVENUE,"
Captain Potter, expected here on or about the 8th instant, will have prompt despatch.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th July, 1883. [520

IN THE SUPREME COURT OF HONGKONG.
In the Goods of
BATERMAN SCARBOROUGH, Deceased.
NOTICE is hereby given that ALL CLAIMS against the above Estate must be lodged with the Undersigned on or before the 17th day of July, 1883, otherwise they will not be included in the scheme of division.
All Persons indebted to the said Estate are required to make immediate payment to
EDWARD J. ACKROYD,
Official Administrator.
Dated 4th July, 1883. [521

Intimations.

GUEDES & CO.
PRINTERS, STATIONERS, AND BOOKBINDERS.
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EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH ON VERY MODERATE TERMS.
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Hongkong, 23rd January, 1882. [5

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Hongkong, 4th July, 1883. [560.

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VEUVE CLICQUOT PONSARDIN CHAMPAGNE.
Hongkong, 7th October, 1882. [10

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HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
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Hongkong, 24th June, 1881. [501

Intimations.

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WILLIAM DOLAN,
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Hongkong, 21st June, 1883. [493

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Hongkong, 25th January, 1883. [321

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Hongkong, 26th May, 1883. [334

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Hongkong, 11th April, 1882. [379

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BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3

DEATH.

At San Francisco, on the 25th May, 1883, WALTER H. LAURENTZEN, 2nd Officer of the S.S. *City of Tokio*. Shanghai and Japan papers please copy. [522

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 4, 1883.

FROM advices received from Mauritius by yesterday's English mail, we learn that Sir JOHN POPE HENNESSY arrived at Port Louis on Saturday June 2nd, and met with a most flattering reception. According to the *Merchants and Planters Gazette*, His Excellency was more enthusiastically received than any new Governor for many years past. As this is the journal that congratulated Mauritius on having got rid of Sir GEORGE BOWEN, and rather spitefully told the community of Hongkong that they were quite welcome to that excellent diplomatist, it is just possible that we must take the statement about the unbounded enthusiasm displayed at the sight of Sir JOHN POPE HENNESSY with a small grain of salt. However, there can be little doubt that Governor HENNESSY has commenced well in his present sphere of action, and made a most favourable impression, else could have been expected. Our late ruler is a man of undoubted ability, socially a gentleman of the highest type, and as he has an excellent appearance and address and possesses a ready wit and an almost unrivalled power of speech, he could hardly fail to take the French bred natives of Mauritius by storm.

Immediately on his arrival the Governor, who was accompanied by Lady HENNESSY, received the members of the Municipal Council, who in a few well chosen remarks accorded His Excellency a most hearty welcome. The party then drove to Government House, and shortly afterwards Sir JOHN took the oaths of office, after which Sir VIRGILE NAZ, K.C.M.G., an unofficial member of the Legislative Council delivered the following address:—

"Your Excellency,—After the hearty welcome which has already been given to Your Excellency, to Lady Pope Hennessy and to Your Excellency's family by the Municipal Corporation of Port-Louis, and by the public of all classes crowding on your passage and within this Hall, —it is my pleasing privilege, in the absence of the senior unofficial member of Council, to offer to Your Excellency the welcome of the Council of Government. Your Excellency comes to Mauritius with a fame for distinguished abilities and eloquence won, in early life, in the House of Commons, and for subsequent administrative experience, surpassed by that of none of Your Excellency's predecessors. The Council of Government, and the people, as testified by their cheers, feel confident that Your Excellency will devote your great abilities and experience to the promotion of the moral and intellectual progress and of the material prosperity of this important Dependency, the Government of which has been committed to Your Excellency by the confidence of Our Sovereign.

On your assuming the Government as Her Majesty's Representative, we renew the assurance that the colonists of Mauritius, though of foreign origin, yield to the inhabitants of no other part of the Empire in loyalty to the British Crown, and in devotion to and admiration of the great Queen who wears it with so much glory. *(Cheers).*

Your Excellency takes office at a time of prosperity. There are, however, questions pending which may seriously affect—the present and the future of Mauritius. Your Excellency will have to give to those questions among—others, your enlightened consideration, and to regulate or solve them so as to conciliate the just rights and interests of all concerned, and to advance and secure the general weal.

The members of the Council of Government will always be ready and willing to give to Your Excellency their loyal and honest advice and co-operation, and, within the sphere of their constitutional duties, to assist Your Excellency in the work of legislation and in the consideration of all measures which may contribute to the welfare of Mauritius. *(Loud cheers.)*

In reply the Governor, who was greeted with loud and continued cheering, said he was sensible of the warm reception which had been accorded him by the people of Mauritius, and had to thank Sir VIRGIL NAZ for the kind expressions he had used. So far as his government was concerned, the Colony could depend on his zeal to promote in every way possible its interests and welfare. These few remarks created a most satisfactory impression and elicited warm marks of approval on on all sides.

As there are numerous persons in this Colony who take an interest in the career of our late ruler—the ablest and the most abused Governor that ever came to Hongkong—we trust to be able to furnish periodically some account of his progress in Mauritius. Although His Excellency has entered on his new duties as heavily handicapped as usual, he will certainly receive fairer treatment in Mauritius than ever was his lot in Hongkong, and consequently there is every reason to believe that his statesmanlike abilities, which are world renowned, will be the means of producing many practical reforms in what is unquestionably one of the most important island dependencies of the British Crown.

LOCAL AND GENERAL.

WE regret to hear that typhoid fever has been prevalent at Kobe for some time past. Several deaths have resulted.

OUR Canton correspondent "Moslem" will have observed that the inaccuracy he points out was corrected several days ago.

A JAPANESE paper states that about three hundred priests in the *Yenriki ji*, in Hiyei Mountain, Kioto, lately entered into a contract binding themselves not to marry. They have also agreed that should the chief priest of the temple violate the contract he shall be exiled.

ACCORDING to the native Japanese paper, *Hochi Shimbun*, a naval officer who lately returned from Korea says that at that place the science of fencing is very much admired, and many are willing to learn it. He further added that in compliance with the request of a high official in Korea, he would send three or four Japanese fencing masters to Seoul.

GENERAL BOUET, who has lately assumed the direction of military operations in Tong King, is one of the youngest generals of the army, although he has attained his fiftieth year. He has made several campaigns in Cochin China, and also particularly distinguished himself at Sedan. General Bouet is credited with being perfectly conversant with Annamite tactics.

THE Honourable Alfred Lister, kindly note. The Hiogo *News* of June 26th, says:—It is almost equivalent to whipping a dead horse to again remark upon the muddling of the Hongkong post office authorities with the Kobe portion of the European mails. At the same time there is not much harm, if there is little good, in pointing out that the French mail of the 13th ultimo, now in the *Kumamoto-maru*, might have reached

A PARLIAMENTARY paper, issued upon the motion of Mr. Gourley, has been published, giving various details as to the Royal yachts. From this it appears that the original cost of the *Victoria and Albert* was £136,441, and the average annual cost of maintenance £7,734; *Osborne*, original cost £105,919, maintenance £10,885; *Alberta*, original cost £27,700, maintenance £3,082: and *Elfin*, original cost £6,168, maintenance £1,347. The annual expenditure on the maintenance of the four yachts would therefore be £24,048

IT would be well if journalists threw a little less of the onus of blame upon compositors and "acknowledged the corn" themselves. We note that, referring to the ocean "Tea Race" the morning "Squeezer," states that the *Glenogle* left Singapore at 3.30 *a.m.* on the 30th May, and that the *Stirling Castle* left Singapore on the same day at 4 *p.m.* We believe that it is positively known that the *Stirling Castle* left Singapore at daylight on the morning of the 30th of May last, and, printer's error or not, we take upon ourselves the task of calling our contemporary to account for the blunder.

WE read that Captain Rivière, killed in Hanoi at the early age of fifty-five, was, while long a distinguished naval officer, a popular boulevardier and well known in various phases of Paris society. At the age of sixteen he entered the Naval School, and rose by slow degrees to the rank of captain in 1870, and post captain in 1879. He was always distinguished as a gallant and efficient officer. Despite the closest attention to his duties, he yet found opportunity to gain no little fame as a novelist and dramatic author. His romances were seven in number, of which, perhaps, *Cain* was the most successful, while his three plays were well if not enthusiastically received. He was a frequent contributor to the *Revue des deux Mondes*. If he were of any political party at all he leaned towards the Monarchists, but with him his country was ever first, and had more claim upon him than any mere faction.

THE "Southern Star Minstrels" gave a performance in the Garrison Theatre, Artillery Barracks, last night, before a rather thin audience. There can be no doubt that a variety show running against a circus is somewhat like an ordinary sampan doing a butting match against a full grown ironclad. The programme performed last evening by the old Mastodons was in every way a good one, and the artists were well up to their business, but the majority of playgoers were down at Bowrington having a look at the "Three Graces" the fair Onzalos, and revelling in the witticisms of Perry "the Droll." The scanty audience which assembled to give the "Black Diamonds" a lift along were not at all sparing in their applause, the whole of the performers being vigorously encored. The show was brought to a close shortly after eleven o'clock by the entire company appearing in one of their rough and tumble farces. We certainly do not think the "Southern Stars" can shine with profit to themselves while the king of horse educators, the talented Chiarini, holds his levées at Bowrington.

MR. LI ASAU, the enterprising tinsmith who was charged at the Police Court the other day with "annexing" from the counter of the Hongkong and Shanghai Bank the sum of $1300, which was supposed to be in charge of Mr. Sandys, the paymaster of H.M.S. *Victor Emanuel*, was again introduced to Capt. Thomsett this morning, and, after a few necessary preliminaries, formally committed for trial at the next criminal sessions of the Supreme Court.

WE have received for review from Messrs. Kelly and Walsh, the local publishers, a copy of Mr. Archibald R. Colquhoun's celebrated work "Across Chrysé," which is a narrative of a journey of exploration through the South China border lands from Canton to Mandalay. This interesting narrative has already been most favorably treated by the home press, and is no doubt the most popular book of the present season. We will review it at length in another issue.

EDWARD DOWLING, seaman and loafer, for professional begging, was this morning sent in to the Hotel for a seven days spell of hard labor. Mr. Dowling had previously intervieved the magistrate on a similar charge, but a yam to the effect that he was to be shipped on the *Great Admiral* succeeded in gaining him his liberty. When his present term expires it is to be hoped the authorities may see their way to despatching this interesting specimen of the *genus* "beach-comber" to fresh fields and pastures new. Hongkong is completely played out.

A FAIRLY large audience assembled at Chiarini's Circus last evening when the programme of the previous night was repeated. Everything went off exceedingly well, the performers coming in for well deserved applause. A change of programme has been announced for representation this evening, and a special afternoon show, under the distinguished patronage of his Excellency Sir George Fergusson Bowen and Government house party, will take place to-morrow at 4 o'clock. Should the weather keep fine there will doubtless be a large gathering at the afternoon performance.

WE (*Japan Mail*) learn that the date of Sir Harry Parkes' departure for Peking is still very uncertain. Possibly, under these circumstances, it will be considered advisable to defer any public discussion of the form which this community's farewell should assume. It is now very generally known that the meeting held last week at the Chamber of Commerce was essentially of a private nature, and that the only object of the gentlemen who attended was to prepare some scheme to be laid before the foreign residents whenever they should meet to consider the matter. It is most desirable that in a case of this sort, some such preliminary action should be taken. Otherwise the result of the first public meeting can scarcely by very satisfactory.

MESSRS. WONG AON and Wong Awing, trader and hawker respectively, will spend the next three months of their precious lives under the Retreat," Arbuthnot Road. The two Wongs were rogues and vagabonds, and to make matters worse they most injudiciously attempted to extort blackmail, to the tune of three taels, from a poor widow who lives in Circular Pathway. The avenging hand of justice was quickly on the path of the would-be extortionists, and it is to be hoped that a modicum of shot drill and "crank" will at least practically show Wong Aon and Wong Awing that attempted extortion is not a paying speculation in a British colony. When they come out of durance vile such geniuses ought to try their hands at floating a bogus company. This is a much safer business than levying blackmail, as one's liberty is hardly ever imperilled.

MR. ALEXANDRE AMADOR ECA DA SILVA, the well known versatile auctioneer of Queen's Road, engaged a couple of chair coolies about a week ago. Last evening shortly before nine o'clock Mr. Da Silva required the services of his chair coolies (we suppose he wanted to go down to Bowrington to see what our friend Mr. Maya styles "Chiarini's Royal Italian Circus and Zoological Aggregation") and gave instructions accordingly. However, the noble Celestials were indisposed, or tired, or lazy, or something else, and they politely informed Mr. da Silva that they would see him doubly distilled before they would carry him about after five o'clock in the afternoon. When led before Captain Thomsett this morning, the chair-bearers tried old Tony Weller's plan of proving an "alleybi," but it would not go down, and fifty cents apiece, or 48 hours retirement was the verdict. We believe they anted up the necessary sum and then departed in peace.

HAIL Columbia! Hail American Independence! Hurrah for the glorious American 'Fourth'!!! The various American ships and steamers in harbour, as well as many others of different nationalities, seemed to convey, in their majestic flappings of bunting displayed from their mast-heads, the above quotations through mute but expressive idioms. The "stars and bars" have been promiscuously unfurled to the gaze of mankind with proud undulating colors, from most flagstaffs belonging to the different mercantile Hongs in town, as also upon the flagstaff of the *Victor Emanuel*. At Government House the Royal Standard was displayed. The British men-of-war and a Chinese gunboat were also paying their respects to the "Great Republic," and in fact everywhere the variegated banner greeted the eye with welcome. Champagne has been the baptismal fluid of the day, and its exhilirating effects tended to produce that exuberance of spirits only known upon extraordinary occasions. The scene at the United States Consulate during the whole day has been most animated, and the well-known hospitality and affability of Colonel Mosby the U. S. Consul, and of his son the Vice-Consul, in entertaining their numerous guests, cannot be too highly spoken of. The *sanctum* of the Consulate was thronged with visitors of all nationalities, who honored the day by paying their respects to the Colonel as the representative of a great nation. We understand that Colonel Mosby gives the usual banquet to-night as a fitting termination of the day's festivities. Bravo, "Uncle Sam!"

WE have received the following circular from the Colonial Secretary:—

Colonial Secretary's Office,
Hongkong, 4th July, 1883.

Heads of Departments are informed that, intimation having been received of the lamented death of Sir Arthur Edward Kennedy, G.C.M.G., formerly Governor of this Colony, His Excellency the Governor has been pleased to direct that all flags on Government buildings be flown half-mast to-morrow from 8 a.m. until sunset.

By Command,
W. H. MARSH,
Colonial Secretary.

THE following letter to the *Hiogo News* speaks for itself:—I was a passenger on the steamship *Sumida-maru*, which struck on a sunken reef at 3.30 a.m. Friday, June 15th. It is not my intention to attempt a description of this sad accident, for one, at least, of the officers of the ship is in Kobe at present. But, as a passenger, I wish to bear testimony to the admirable manner in which the Captain faced the emergency, and to the coolness and promptitude with which his officers and crew carried out his orders. I was aroused by the shock and was dressing myself when the ship heeled over. Between her striking the reef and settling down on the starboard side a perceptible interval occurred. After dressing and securing my paper money I went on deck, the Purser having already come to my cabin to urge haste. On reaching deck all the boats were ready—two of them being away. The chief officer and I afterwards reached the mainland in a sampan which turned up, and we walked about fourteen miles to Shimonoseki to obtain assistance for the crew and to telegraph to the head office. We were back to the wreck in a small steam launch by about 7 p.m., and we took the crew and their luggage before it got dark. Immediately the ship struck she filled to the main-deck. There was no attempt to back her off, for such attempt would have been most dangerous. The engines were stopped and the safety valve immediately opened, the sea rushing up to the chief engineer as he opened the valve. She was drawing 18 feet 6 inches and the highest point of the reef on which she struck was 14 feet under water. All round the ship it was 18 feet immediately after she struck. You will probably have a detailed account from some one more conversant with nautical matters than myself.

THE following is a translation of a report appearing in the *North German Gazette* respecting the official trial of the Imperial Chinese corvette *Ting Yuen*:—On the 10th inst. the official trial trip of the first corvette built by the Vulcan Company, Stettin, for the Imperial Chinese Navy took place at Swinemuende, in the presence of his Excellency the Imperial Chinese Ambassador, Li Fong Pao, Admiral Livonius, and sundry other German marine officers and Admiralty officials. Amongst the number of experts who had been invited for the occasion we may mention the names of Mr. Prosper Giquel, Director of the Mission for Instruction attached to the Chinese Legation in Paris. Mr. Giquel was formerly an officer in the French Navy, and the Imperial Chinese service. He instituted the marine establishment at Foochow, and is looked upon as the originator of the now not unimportant Chinese Navy, having also been tutor to the Chinese marine officers and marine engineers. Mr. Giquel has the distinction of being a mandarin of the first class, and enjoys the privilege of being invested with the Yellow Robe. The trip was made in lovely spring weather, and proved highly satisfactory. Although the shallowness of the water prevented the screws getting into full action, a speed of 14·457 knots was attained, and all expectations were more than realised. Not only did the rate of travelling please, but the entire construction of the ship, the careful workmanship, and the material used elicited general praise. Mr. Giquel expressed himself to the effect that the ship had evidently been constructed by experienced hands, and that the greatest care had been bestowed upon her in every respect, and he could but think that such a craft would enhance the well-earned reputation of the builders and bring them fresh orders from abroad. Remarks of this kind coming from a distinguished officer of such undoubted experience must be very gratifying to the Vulcan, and can but tend to encourage the energy and assist in the progress of the company.

DEATH OF SIR ARTHUR KENNEDY.

Intelligence was received in the colony last night of the death of Sir Arthur Kennedy who was Governor of Hongkong from 1872 until 1876. It is only a few days ago since we read glowing accounts in the Australian papers of Sir Arthur's farewell addresses and receptions to the people of Queensland, and now comes the sad news from Captain O'Callaghan, his *aide-de-camp* who will also be well remembered in Hongkong, that the veteran of more than half a century's service under the British Government, died while on his passage home to England, where he had hoped, as Sir Arthur himself expressed it, to enjoy the sweets of that retirement which he had fairly earned. So far as we can learn, Sir Arthur took ill somewhere between Australia and the Red Sea, and died before Aden was reached, his body being consigned to a sailor's grave. The deceased gentleman was exceedingly popular in Hongkong, and in all other places where duty called him; but although a fine, genial old fellow, and not without administrative abilities, he was a long way removed from being a practical statesman of the highest class. Sir Arthur Kennedy's record of service, according to the Colonial Office List, reads as follows:—

Educated at Trinity College, Dublin. Ensign in the 11th regiment in 1827; lieutenant, 1832; captain, 68th light infantry, 1840; retired from the army in 1848 to accept civil employment; was selected (while serving in the army) in 1846, to fill the office of county inspector under the board of works; and served uninterruptedly during the Irish famine, as inspector under Sir John Burgoyne's relief commissioner; and subsequently as inspector of poor laws, till the office was abolished in 1851; governor of the Gambia, and transferred to Sierra Leone in 1852; consul-general of the adjoining Sherbro County, in 1854; and removed in the same year to the government of Western Australia; administered the latter government without interruption till February, 1862; governor of Vancouver's Island, November, 1863; governor of the West Africa Settlements, November, 1867; and governor of Hongkong, 1872; governor of Queensland, 1877.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

An extraordinary meeting of shareholders of the China Traders' Insurance Company, Limited, was held at the Company's office, Queen's Road, yesterday afternoon. There were present—Messrs. M. E. Sassoon (Chairman), L. Poesnecker, B. Schmacker, J. Thurburn (Directors), T. Arnold, E. C. Ray, F. D. Sassoon, M. B. Polishwalla, A. H. Chinoy, M. S. Silas, Leong Wing Cheong, A. S. Garfit, Hon. E. L. O'Malley (Counsel), and W. H. Ray (Secretary).

The Secretary read the notice convening the meeting.

The Chairman then said—Gentlemen, the object of the present meeting, as you have heard from the notice which has just been read, is to confirm the special resolutions passed by the shareholders at the extraordinary meeting held on June 12th.

The resolutions were then duly proposed and carried.

NOTES FROM JAPANESE PAPERS.

(Translated for *Japan Mail*.)

H.I.H. Kwacho-no-miya gave a banquet to the Princes of the Blood in honor of his having changed his name to that of Hiroyasu.

The Maharajah of Johore paid a visit yesterday to the residence of Mr. Oki, Governor of Kanagawa *ken*.

The *Official Gazette* will make its appearance on the 1st of next month.

The Extraordinary Court will shortly commence its sitting. Some foreign visitors are waiting to witness the proceedings.

The *Kibi Nichi Nichi Shimbun* will not be published for some time, as its plant has been destroyed by fire.

The total receipts of the Tramway Company since its establishment up to the present, give an average *yen* 280 daily. But the outlay is large, and the profits do not reach the estimated amount.

A report from Kobe says that prices of coal and beef have suddenly risen to a considerable extent. This is attributed to the approaching difficulty between China and France, in consequence of which foreign men-of-war have assembled there prior to leaving for Annam to witness the operations.—*Mainichi Shimbun.*

According to a report of the Sanitary Bureau, an examination of fifty-nine mineral springs has been made, which have all proved to be possessed of highly medicinal qualities. There are still five hundred and two hot springs in the empire, which have not yet been examined.—*Nichi Nichi Shimbun.*

The inclemency of the weather this year has resulted in a falling off in the amount of the tea crop throughout the country. Arrivals in Yokohama up to the present show a decrease of 2,365,000 kin as compared with the corresponding period of last year.—*Choya Shimbun.*

The fishermen of Nemuro *ken* have applied to the Agricultural and Commercial Department through their representative, for a loan of capital to carry on fishing on a larger scale.

The Nippon Railway Company will shortly commence the construction of a railway between Nobiru and Fukushima.—*Jiyu Shimbun.*

THE AMERICAN MINISTER IN KOREA.

(COMMUNICATED.)

General L. H. Foote, Envoy Extraordinary and Minister Plenipotentiary of the United States to the King of Korea, accompanied by Mrs. Foote and the members of his suite, arrived at Nagasaki on the evening of May 6th, per M.B.S.S. *Genkai-Maru*. His suite consisted of Mr. C. L. Scudder, Secretary of Legation Mr. P. L. Jouy, Special Attaché to Legation; Mr. Saito Shiuichiro, Japanese-English Interpreter; and Mr. Yun Chi-ho, Korean-Japanese Interpreter.

The U.S. gun-vessel *Monocacy* was at Nagasaki, waiting to take the Legation to Korea. The party embarked on board that vessel on the morning of the 8th, and soon after proceeded to sea. A detention of two days, however, was caused by bad weather, during which time the *Monocacy* lay at anchor in Tama-no-Ura Bay, in the Goto Islands, and finally arrived at Roze Island, and came to anchor there on the evening of the 13th. Two days later the vessel was visited by two Korean officials of high rank, who came in the name of their Government to welcome Minister Foote to Korea, and to offer him the means of reaching the Capital when he wished to go. While on board, the custom of international salutes, as practised by Sovereign States, was explained to these officials; and on their departure from the vessel a national salute of twenty-one guns was fired with the new Korean Ensign at the main. Thus, the *Monocacy*, which twelve years ago in almost this very place was engaged in throwing shot and shell into the Korean forts, was the first vessel of any nation to burn peaceful gunpowder in honor of the new flag.

On the morning of the 17th the Minister and suite, accompanied by Commander Cotton, Lieutenant-Commander Hitchcock, Paymaster Machette, Passed Assistant Engineer Nicoll, Passed Assistant Surgeon Rogers, Master Scott, Assistant Engineers Bennett and Elseffer, and Mr. Ostrander, Clerk to the Paymaster, left the ship *en route* for the capital. Upon landing on the beach His Excellency was saluted by the officers and men of the ship, drawn up in line for that purpose, and was received by the two Commissioners above mentioned. A large crowd of natives had gathered to witness the unusual spectacle. Saddle horses, sedan chairs, and a number of pack animals for the baggage, were found in waiting; and shortly after eight o'clock the party set out on the journey. The Minister was provided with a large open chair, covered by a leopard's skin, and borne on the shoulders of eight men; the others rode in closed chairs or on horseback. About noon the party arrived at a village called "the Vale of Willow Trees," where pavilions had been erected, and a lunch prepared. After lunch the march was resumed, and at 4 p.m. the party arrived at the sand flats bordering the Han River; ferry boats, which were simply large flat-boats with gaudy pavilions erected upon them, were found ready to cross the river. After getting over, the entire party was taken into a Yamen, near the water where the Governor of the city of Söul and several other high officials were found waiting to welcome the Americans to the city. Tea and cigars were served, after which the journey was resumed. From this place to the walls of the city is about six miles, and the greater part of the distance is occupied by large straggling villages, the streets of which were packed with people who had flocked there to witness the passage of the foreigners. The walls of the city are of stone, high and massive; the gates are of iron, and guarded by detachments of soldiers. Over each gate is a lofty double-roofed structure like the "gateway of the Gods" which one sees in front of the larger temples in Japan. These gate-houses are the most imposing structures which the writer saw in the city. Inside the gate the party found itself in a wide level street, long and clean. This street was so literally jammed with people that a passage for the Minister and his party had to be forced by the military escort. Minister Foote, with his suite, and Commander Cotton, were taken to the residence of Mr. Von Möllendorf, which the owner had kindly placed at their disposal; and the naval officers were quartered in a large yamên near the new Palace, where clean, roomy quarters were found all ready for their occupation. Mr. Von Möllendorf speaks Chinese fluently, and was sent over here by the Viceroy Li Hung-chang, who is said to take a great interest in Korea, to organize a Customs Service for the Korean Government. The Koreans being now very anxious to adopt foreign governmental institutions, find the services of a well informed foreigner, like Mr. Von Möllendorf, invaluable; and he has made his position an important one. Aside from his official duties as head of the Customs Department, he is special adviser to the King, and sits as a member in the Council of Ministers. He wears native clothing, and dresses his hair and beard in native style, and no one who saw him would suspect that he was a foreigner. His Court dress is that of a nobleman of the second rank.

At 3 p.m. on the 19th, Minister Foote and his party went to the foreign Office to conclude the Treaty which has recently been made by the two Governments. The Council of Ministers were all there in full Court dress. This dress consists of heavy robes of dark-green satin, reaching from the neck to the feet, and loosely confined at the waist by a heavy belt to joined pieces of jade polished wood, or other materials, according to the rank of the wearer. On the head is worn a round-topped hat, with fan-shaped wings sticking out behind. Their Excellencies, Minister Min-You-Mok, President of the Council of Ministers, and Minister Foote, sat at the head of the table in the large room where the Americans were received. The members of the American Legation sat along the right hand side of the table, with a row of Korean officials behind them. Along the opposite side of the table sat the other Korean Ministers, and behind them the American naval officers. The scene was solemn and impressive in the extreme, and one which will not soon be forgotten by those who witnessed it. The rich robes of the Korean noblemen, the plain black of the American Legation, the glittering epaulettes and lace of the naval officers, added to the strange surroundings, combined to make a scene both novel and striking, the more so when it is considered that the object of the assembly was to complete the destruction of a nation's political traditions. The two Ministers conversed through the interpreters attached to the American Legation. After the usual exchange of compliments, two copies of the Treaty were produced, the one written in English and the other in Chinese. The American copy bore the impress of the Great Seal of the United States and the signature of His Excellency President Arthur. A clause in the Treaty referring to the coast carrying trade of Korea, and which was indefinite, was discussed and settled; the two copies were then signed, stamped with the official seals of the Ministers, and exchanged. Champagne was then brought in, and all present drank the healths of the King of Korea and the President of the United States, proposed respectively by Ministers Foote and Min-You-Mok.

The next day the American Minister, accompanied by his suite and the naval officers, all in full dress, went to the Palace to be presented to the King. The party was received by several of the Korean Ministers in a well furnished reception-room some distance inside the outer gates of the Palace, where tea and cigars were served. Soon it was announced that the King was ready to receive them, and the party, under the guidance of the Ministers, soon arrived in a small square yard, at the back of which stood the reception hall. This room was wholly open in front, looking upon the court-yard, and was approached by three flights of stone steps, one in the centre and one on each side. The King sat well back in the central part of the room with an armed soldier standing on each side of him and two eunuchs behind him. When the party of foreigners appeared in the court-yard His Majesty arose and remained standing throughout the ceremony. The Council of Ministers entered and took up a position at the King's right hand. Minister Foote then entered, ascending the steps to the left as the Korean Ministers had done, and was presented to His Majesty. The members of Legation and the naval officers were then called in, and presented individually by the American Minister, after which they passed to the side of the hall opposite the Korean officials, on the left of the King. Through his interpreters, Minister Foote delivered a very short address to the King, expressing the satisfaction of his Government at the establishment of friendly relations with Korea. The King thanked him, and requested that his compliments be sent to the President of the United States, after which the Americans took leave of His Majesty and withdrew.

The King is a young man, with a frank, prepossessing face, slight of build, and smaller than most of his subjects. He wore a winged cap very much like the caps of his Ministers; his dress consisted of a single garment of bright red silk, with long, flowing sleeves, reaching to the floor; at the waist it was secured by a belt of crimson and gold. On each shoulder and on the breast of his garment were large dragons in heavy gold embroidery. The presentation of the Americans to him is noteworthy as being the first occasion that foreigners of Western nations have seen him.

On the evening of May 20th a State banquet was given to the American guests at the Foreign Office. The court-yard and building were brilliantly illuminated, and the affair was quite magnificent; all, or nearly all, the Korean Ministers were present. His Excellency Min-You-Mok sat at the head of the table, with the American Minister on his right and the Japanese Minister on his left. The Governor of the city of Söul sat at the other end of the table, with Commander Cotton and Secretary Scudder on his right and left. The first toast of the evening was proposed by Minister Min-You-Mok, who expressed the satisfaction of his country at being at last admitted to the brotherhood of nations and gratitude towards the United States as being the first of the Western nations to extend the hand of friendship to Korea. He also paid a very neat compliment to Japan as the nation whose influence and example had opened the eyes of Korea to the benefits which would accrue through intercourse with foreigners.

On May 22nd the American visitors left the Capital, and returned to the *Monocacy* at Roze Island. Minister Foote expressed himself highly gratified and a little surprised at the magnificence of his reception, which certainly exceeded by far the most sanguine expectation of any one in his party. Fine quarters, with servants and all the luxuries which the city afforded, were provided, and every courtesy and attention possible was lavished upon the visitors by the officials charged with their comfort. The furniture in the buildings occupied by the naval officers had been sent from the Palace by order of the King for their special use. A military escort accompanied the party both going to and returning from the Capital, and while in the city, soldiers were detailed to accompany the visitors when they wished to walk about the city, to guard them from the too familiar curiosity of the people. No sentiment but curiosity was evinced by the people of the city and country towards the foreigners, not a single act or word of hostile or unfriendly nature on the part of any one high or low, was observed during the entire visit of the Americans.—*Japan Daily Mail.*

SUPREME COURT 4 JUL 83

The Hongkong Telegraph.

No. 446. WEDNESDAY, JULY 4, 1883. SIX DOLLARS PER QUARTER.

THE SUPREME COURT OF HONG KONG 5 JUY 83

For Sale.

WINSOR AND NEWTON'S

ARTISTS' MATERIALS

FOR

WATER AND OIL PAINTING,

Comprising:—

COLOURS in all LANDSCAPE SHADES.

PREPARED OIL & DRYING VARNISHES.

SABLE & HOG BRUSHES in large selections.

VARNISH BRUSHES AND SOFTENERS.

ARTISTS' CASES, Empty and Fitted.

PALETTES AND PALETTE KNIVES.

DIPPERS AND WASHERS.

MILL BOARDS. OIL BLOCKS.

WHATMAN'S WATER COLOUR BLOCKS.

ENGLISH-MADE PICTURE FRAMES.

LANE, CRAWFORD & Co.

Hongkong, 2nd July, 1883. [340

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL $835,333.33.
RESERVE FUND..... $70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq..... | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601

NATIONAL MARINE INSURANCE ASSOCIATION, LIMITED.

THE Undersigned as AGENTS for the above are prepared to accept RISKS on MERCHANDISE by STEAMERS and SAILING VESSELS from Hongkong, China, and Japan to all parts of the world.

For further information apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th May, 1883. [393

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 318,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883.....Tls. 968,235.56

DIRECTORS.

F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [105

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168

To be Let.

TO LET.

A TWO STOREY HOUSE (6-ROOMS) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE,
Hongkong Hotel.

Hongkong, 6th April, 1883. [18

TO LET.

NO. 7, SEYMOUR TERRACE.
„ 4, OLD BAILEY STREET.
„ 32, GRAHAM STREET (lately occupied by Mr. H. N. MODY).
„ 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 29th June, 1883. [7

TO LET,

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.

For all information, apply to—

BIRD & PALMER.

Queen's Road,
Hongkong, 19th April, 1883. [307

Intimations.

PRIVATE BOARDING AT No. 16, ELGIN STREET. TERMS MODERATE.

MRS. LILLEY.

Hongkong, 3rd July, 1883. [519

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby informed that CERTIFICATES for the present Shares in the Society may be obtained upon application at the Offices of the Company, in Exchange for Old Certificates or Provisional Scrip.

By Order,

DOUGLAS JONES,
Acting Secretary.

Hongkong, 2nd July, 1883. [518

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1882 has this day been DECLARED.

WARRANTS may be had on Application at the Office on and after the 21st instant.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [400

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong; on THURSDAY, the 12th day of July, 1883, at THREE O'CLOCK P.M., when the Resolution Passed at the Extraordinary Meeting of the Company held on the 19th day of June, 1883, will be submitted for confirmation as a Special Resolution.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 20th June, 1883. [490

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at 3.15 O'CLOCK P.M., when Resolutions will be proposed that each of the existing Shares of the Company be Divided into Five Shares of $100, upon each of which the sum of $20, shall be credited as paid up, and that the Memorandum and Articles of Association be altered in accordance therewith.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 20th June, 1883. [491

LOST.

ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CREST.

The Finder will be REWARDED, if necessary, on RETURNING the same to the "HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883. [260

"CLARIDGE'S HOTEL,"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. TERMS, MODERATE. [502

ROYAL YORK HOTEL,
OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment, at STRICTLY MODERATE CHARGES.

A. HOADLY,
503] Proprietor.

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hacks, Carriage Ponies or Jumpers.

Apply to R. FRASER-SMITH,
Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

Intimations.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK, COMPRISING:—

White and Black Silk Trimming Lace.	Silver Filigree Pendant, St. John's Cross & Crown.
„ Cotton Trimming Lace.	„ Earrings to match the above.
„ Silk Handkerchief Border.	„ Fancy Pendant.
„ Silk Circular and Square D'oyleys.	„ Plain Chain Necklet.
„ and Black Silk Fichue.	„ Fancy Locket.
„ Silk Parasol Cover.	„ Fancy Bracelet.
„ Cotton Parasol Cover.	„ Brooch (Love Knot).
„ Silk Veil and Scarf.	„ „ (Marguarite).
„ Silk Collar and Cuffs.	„ „ (Slipper).
„ Silk Collar Breast Pendant.	„ „ (Shell).
„ Silk Collar Breast Pointed.	„ „ (Circular).
„ Cotton Collar Breast Pointed.	„ „ (Fan).
„ and Black Silk Necktie.	„ „ (Lily).
„ Silk Mittens.	„ Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.

ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE CHARGED FOR AT COST PRICE.

S. MEYERS,
MANAGER.

Hongkong, 11th June, 1883. [28

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD and BROCHI SILKS.
Brown and Green SILK LAVENTINE for Recovering UMBRELLAS.
NEW WHITE DRESS MATERIALS in Great Variety.
EGYPTIAN and VICTORIA LAWNS.
DRESS SATEENS in every Colour.
White Swiss Checked DRESS MUSLINS.
Boys' GALATEA, HOLLAND, DRILL, and FLANNEL Washing Suits in every size.
Ladies' FANCY POMPADOUR COSTUMES.
NEEDLEWORKS and INSERTION to Match all Widths.
Black and Coloured SILK MITTS.
CHEAP VALENCIEMES LACES.
An entirely new Stock of Ladies' UMBRELLAS.
VICTORIA MUSIC BOOKS.
EAU DE COLOGNE.
PEAR'S SOAP.
&c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 20th June, 1883. [249

W. BREWER.

HAS JUST RECEIVED.

MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.
NEW CIGARETTES AND TOBACCOS.

FASHIONABLE FANCY STATIONERY IN BOXES; Very Cheap.
THIN OVERLAND BOOK, LETTER, AND NOTE PAPERS AND ENVELOPES, at a Cheaper Rate than can be laid down from London.
LETTER BOOKS, WATER WELLS, RULERS, AND COMMERCIAL REQUISITES, OF EVERY DESCRIPTION.

NEW BOOKS.

A Quantity of FRANKLIN SQUARE AND SEASIDE LIBRARIES.
WALSH'S MODERN SPORTSMANS' GUN AND RIFLE.
WHO'S WHO?
STATESMANS' YEAR BOOK.
GILDER'S ICE PACK AND TUNDRA.
&c., &c., &c., &c.

LAWN TENNIS SETS.
CRICKET „
SULLIVAN'S NEW OPERA "IOLANTHE."
SQUEEZER PLAYING CARDS AND MARKERS.
BEZIQUE.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 19th June, 1883. [703

Intimations.

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING	50 Cents.
SHAMPOOING	25 „
SHAVING	25 „
TRIMMING BEARDS	25 „

LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—

EVERY DAY	$4.00 Per Month.
EVERY OTHER DAY	...$3.00 „
TWICE A WEEK	$2.00 „

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Iced Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET.

Hongkong, 12th June, 1883. [458

THE CITY OF MANILA CIGAR STORE HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c. Commissions Executed.

JOSE M. BASA.

No. 31, B., QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882. [343

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift,) will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms,
&c., &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under $3,500 per mensem will be entertained by the Directors.

Hongkong, 16th April, 1883. [292

FOR SALE.

THE OWNER being about to retire from Business is open to negociate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL" situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.

For further Particulars apply to

JOHN OLSON,
National Hotel.

Hongkong, 14th June, 1883. [467

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship

"JORGE JUAN,"

Captain Thebaud, will be despatched for the above Port, TO-MORROW, the 5th instant, at DAYLIGHT

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 2nd July, 1883. [516

FOR MANILA (DIRECT).

THE Spanish Steamer

"ANTONIO MUNOZ,"

Captain Otoro, will be despatched for the above Port, TO-MORROW, the 5th instant, at FOUR P.M.

For Freight or Passage, apply to

REMEDIOS & Co.,
Agents.

Hongkong, 2nd July, 1883. [517

FOR SYDNEY AND MELBOURNE,

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI).

THE Eastern and Australian Steamship Company's Steamer

"MENMUIR"

will be despatched as above TO-MORROW, the 5th July, at FIVE P.M.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M., of the day previous. Contents and Value of Parcels must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th June, 1883. [484

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"NAPLES,"

Captain Willis, will be despatched as above on FRIDAY, the 6th July, at DAYLIGHT.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, 20th June, 1883. [489

NOUVELLE COMPAGNIE MARSEILLAISE

THE Steamship

"AMERIQUE,"

Jouve, Commander, will sail on or about the 18th July, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

FARES	1ST CLASS,	2ND CLASS.
Hongkong to Marseilles	$300	$240.

RETURN TICKETS are now Granted by the Steamers of this Line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS.
6 Months	$520	$410.
12 „	560	445.

Special rates are arranged for families.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th June, 1883. [505

SAILING VESSELS.

FOR LONDON (DIRECT).

THE A 1 Austrian Barque

"DIO FILI,"

Benedich, Master, will have quick despatch.

For Freight, apply to

G. R. LAMMERT.

Hongkong, 26th May, 1883. [409

FOR NEW YORK.

THE American Ship

"RESOLUTE,"

Nickels, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 16th June, 1883. [477

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"McLAURIN,"

Little, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 22nd June, 1883. [495

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"ADOLPH OBRIG,"

Staples, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 9th June, 1883. [454

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF TOKIO,"

will be despatched for San Francisco, viâ Yokohama on TUESDAY, the 10th July, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 9th July. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 26th June, 1883. [1

Consignees.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

STEAMSHIP "AMERIQUE,"
JOUVE, COMMANDER.

CONSIGNEES of Cargo by the above named vessel from Marseilles and Intermediate Ports, and in connection with the "IBERIA" from London, are hereby informed that their Goods are being landed at their risk into Godown B of the Undersigned, Marine Lot No. 12, whence and/or from the wharves or boats notice to the contrary be given before 2 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 9th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 2nd July, 1883. [505

For Sale.

NATURE'S DISINFECTANT, SANITAS.

JUST LANDED AND FOR SALE.

SANITAS POWDER and FLUID, and various other ARTICLES prepared by the "SANITAS" COMPANY.

Apply to

E. F. DE SOUZA,
14, Wyndham Street.

Hongkong, 29th June, 1883. [510

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS..... $22 per Case.
PINTS..... $23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to

G. FENWICK & Co.,
Victoria Foundry.

Hongkong, 25th April, 1883. [328

FOR SALE.

EX S.S. "YORKSHIRE" AND CONNECTING STEAMERS FROM OPORTO.

A SMALL INVOICE OF GUEDES' WELL KNOWN

"3 GRAPES" PORT WINE.

Apply to

F. J. V. JORGE.

Hongkong, 14th June, 1883. [466

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TAR IN BARRELS.

CHOY CHEW,
230, PRAYA WEST.

Hongkong, 5th April, 1883. [262

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [469